

Calendar

Date	Time	Event	Contact/Notes
16th Dec	p.m. & 14:30	Winter Series Prizegiving & Christmas Quiz	
01 Jan	11:55	Chilly Willies Open Race	
Sat 05 Jan	09:30	Work Party Surnames J	Roy Winnett
06 Jan	09:30	Work Party Surnames N-S	Roy Winnett
Sat 12 Jan	09:30	Work Party Surnames K-M	Roy Winnett
13 Jan	09:30	Work Party Surnames G-I	Roy Winnett
Sat 19 Jan	18:00	Annual Dinner-Dance	Jane Treadwell
20 Jan	09:30	Work Party Surnames C-F	Roy Winnett
Sat 26 Jan	09:30	Work Party Surnames A-B	Roy Winnett
03 Feb	09:30	Work Party Surnames T-V	Roy Winnett
Sat 09 Feb	09:30	Work Party Surnames W-Z	Roy Winnett
17 Feb	10:25	Warm-Up Series Starts	Ian Parris
1/2 Mar		RYA Dinghy Sailing Show at Alexandra Palace www.dinghysailingshow.org.uk - 0845 345 0424	
Sat 08 Mar	12:20	Hoo Freezer Practice Race	
09 Mar	13:00	Hoo Freezer	
26 Mar	13:55	Ice Breaker Season Opener	N.B. BST starts!
05 Apr		Laser/Topper Open	
19 Apr		KSSA Opening Splash	
20 Apr	13:55	Commodore's Series Race 1	

Winter 2007
Issue 89

31½

The Wilsonian Sailing Club Magazine



On the cover: John Player has had a good and very full first season at WSC in his Laser, photographer-boat obstacles aside. **Photo: Peter Homer**

Editorial

Tony Hunt

Ian Foxwell has stolen the nub of my bit for himself, which means I'm repeating the thought when I complain about this season's weather (but I need to do it for cathartic purposes). After a glimpse of summer in April, week after week we were treated to extremes, so that by the end of the season people were joking that as it was honking this week it would be a drifter the next - and often they were right. Never mind; roll on the 2008 season.

With the advent of digital cameras, photos for use in 31½ have become more plentiful, but the trick now is to come up with something a bit special - something more interesting than 'Smith & Jones in an uninspired pose in front of an anonymous bit of sea wall'. This is not meant to put you off submitting photos, more a challenge to get you to come up with special shots. Incidentally, I've got few decent ones of my boat, not that that is a hint...

Can you let me have copy by 15th April, please?

Copy to: 2, Brissenden Close, Upnor, Rochester, ME2 4XW

Telephone: 01634 727217

E-mail: tonyhunt@waitrose.com

Or use 'the box at the top of the stairs'



Holly Hewat showed that 3k's could be fast in light airs in the 3-Race Regatta.
Photo Jeremy Drummond

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Late Summer Series

Fast Handicap Fleet - 26 entries

1st	3000	Tony Hurt	Suzanne Hall/David Bourne/Alison Dart	11
2nd	Contender	Martin Jones		19
3rd	RS 400	Chris Ashby	Mke Smith/Sam Proctor/Katie Parris	22

Medium Handicap Fleet - 47 entries

1st	Phantom	Neil Lamprell		12
2nd	Wayfarer	Brian Lamb	S Raiser/B Burnell/D Cummings	13
3rd	Phantom	Brian Reeve		19

Slow Handicap Fleet - 4 entries

1st	RS Feva	Jim Tyler		16
2nd	Wanderer	John Talbot	Jean Whisker	24
3rd	RS Feva	Hannah Packman	Ian Foxwell	25
4th	Pacer	Alan Mott	Victoria Mott	27

Junior Fleet - 7 entries

1st	Topper	Max Caston		17
2nd	Topper	Leah Johnson		34
3rd	Topper	Alex LeGassick		48

Miracle Fleet - 13 entries

1st	3737	Martin Smith	Mke Groom	6
2nd	2870	Paul Rodgers	Colin Treadwell	19
3rd	206	Colin Lown	Maureen Lown	21

Autumn Points

Fast Handicap Fleet - 24 entries

1st	3000	Tony Hurt	Suzanne Hall/Ian Parris	15
2nd	RS 400	Chris Ashby	Mke Smith	23
3rd	29ER	Tom Lambert	Nicola Smith	24

Medium Handicap Fleet - 33 entries

1st	Phantom	Neil Lamprell		6
2nd	Laser 2000	David Vettergreen	Janice Smith	13
3rd	Laser 2000	Nik Antoniadis	Cathy Evans	30

Miracle Fleet - 13 entries

1st	3795	David Hudson	Jackie Hudson	7
2nd	3737	Martin Smith	Mke Groom	10
3rd	3722	Lesley O'Rourke	Amanda Randall/Andrew Hudson	14

Spring Points

Fast Handicap Fleet - 22 entries

1st	RS 400	Chris Ashby	Mike Smith	14
2nd	Musto Skiff	Graham Smith		19
3rd	Laser 5000	John Tinnams	Steve Tinnams	21

Medium Handicap Fleet - 45 entries

1st	Laser	Gordon Belcher		15
2nd	3000	Tony Hunt	Suzanne Hall	16
3rd	Laser 2000	David Vettergreen	Janice Smith/Penny Turner	22

Junior Fleet - 4 entries

1st	Topper	Stephanie Wicken		5
2nd	Topper	Adam Birmingham		19
3rd	29ER	Tom Lambert	Alexander LeGassick	22

Miracle Fleet - 10 entries

1st	3722	Lesley O'Rourke	Peter Matthews/Adrian Watson	7
2nd	3737	Martin Smith	Mike Groom	10
3rd	2855	Gordon Wallace	Steve Bridges/Sue Raiser	21

Early Summer Series

Fast Handicap Fleet - 24 entries

1st	3000	Tony Hunt	Suzanne Hall/David Bourne	7
2nd	RS 400	Chris Ashby/Steve Tinnams	Mike Smith/John Tinnams/Katie Parris	14
3rd	Contender	Martin Jones		17

Medium Handicap Fleet - 34 entries

1st	Phantom	Brian Reeve		7
2nd	Waylarer	Brian Lamb	Brian Warwick/Paul Rodgers	12
3rd	Laser 2000	David Vettergreen	Janice Smith/Bernard Smith	26

Junior Fleet - 5 entries

1st	Topper	Alex LeGassick		26
2nd	Topper	Martin Lown		29
3rd	Topper	Aaron Smith		32

Miracle Fleet - 9 entries

1st	3737	Martin Smith	Mike Groom	8
2nd	3795	David Hudson	Jackie Hudson	11
3rd	3722	Lesley O'Rourke	Adrian Watson/Peter Matthews	16

From the Commodore Colin Treadwell

Looking back over the past few months, I am delighted to summarise some of our key achievements and work streams:

1. We can once again enjoy nice cold drinks following the installation of our new drinks cooler in the bar
2. Our finances remain in very good shape, thanks to Trish's sterling work as Treasurer
3. We were once again extremely well represented at Broxbourne Sailing Club's annual Regatta, with 15 boats and approximately 40 Club members making the short journey for the weekend. This reciprocal arrangement is working very well for the mutual benefit of both Clubs. Long may it continue.
4. Congratulations to Tony Hunt and Suzanne Hall for winning the 3000 National Championships for the second year running
5. Guidelines have been established and ratified for the use of the Club's sailing dinghies. I believe this matter will be dealt with separately in this edition, but I would like to reinforce the message here that the Club's boats are most definitely **NOT** for hire in lieu of a member's own boat in windy conditions
6. The Medway Regatta was once again a great success, barring a few technicalities and organisational glitches from which lessons have been learnt for future Regattas. Thanks to our lead sponsors, MTS Cleansing Services, all competitors this year received a quality polo-neck shirt, and thanks to Laser UK a number of competitors were the recipients of some excellent gifts. My thanks go out once again to Ann Heather for the excellent organisation and to our sponsors
7. Our Club Open day was very well attended this year by visitors, and enjoyed excellent weather
8. I am very pleased to be able to report the appointments of David Wraight and Derek Zobel as joint Cruising Secretaries. We will once again be able to enjoy the benefits of organised Club cruises to far-fetched shores. Thanks to David and Derek for taking on this role.

9. A small sub-committee has been formed to plan arrangements for the Club's 50th anniversary in 2009
10. On behalf of the Club and all members, I extend a very warm welcome to all our new members having joined us during and since the summer

As a result of some large shards of glass having been found in the changing rooms, the General Committee have decided that cups and drinking glasses must **NOT** be taken into the changing rooms at any time. Plastic glasses are available from the bar where required. Clearly this is a significant health hazard, and your understanding and full co-operation in this regard would be most appreciated. I would also ask all parents and guardians to convey this message to their children

I would also urge you to read and note Roy Winnett's comments herein, relating to driving speeds on our Landlord's estate roads leading to our club, and to the closure of the car park gate when visiting the Club on week days. I am concerned myself about the excessive driving speeds I have observed along the road leading from the main road, and from the chicken shed to the car park. It is imperative that we adhere at all times to the Club's bye-laws and respect our Landlord's wishes.

Our annual Dinner and Dance will be held on 19 January, at Hartley Country Club. This year we will have waitress service at the table, and will be dancing (though not me!) to a live band. For the benefit of our newer members, this is always a very enjoyable and informal evening. Dress code is relatively informal, usually lounge suits for men, though some do like to dress in a DJ with a black tie (again, not me!). I look forward to seeing as many members as possible there enjoying themselves.

The date of the AGM is yet to be finalised, but will be during the latter part of February. I look forward to seeing a good turnout once again.

I believe this will be my last article in this section of the magazine so, as



The Commodore, 'not dancing'
Photo David Hudson

Laying-Up Cup

27 competitors braved a very gusty SSW wind, a measure of which is given by the fact that the winner capsized three times! The windstrength favoured the trapeze boats all the while the crews could deal with the constant risks of needing to be in the middle of the boat one moment and blowing the jib sheet the next. That said, second placed Tom Lambert and Nicola Smith didn't capsize once, their steady approach winning out over the chasing 29er of Luke & Josh Harvey, who broke their sail with a quick dip. Only 19 boats finished the course.

The course basically involved three laps of a reaching/fetching course in Gillingham Reach at the top of the tide, with a short beat from 24 to 26. The reach from 30 to 24 was a real screamer, and very much a 'kite-reach-maybe'. Going high assured kiteability but some laps left you having to run deep in a lull to 24, while on others Folly beckoned. All good fun - especially when reviewed later in the shelter of the bar.

Pos	Class	Helm	Crew	PY	Corr. time
1st	3000	Tony Hunt	Suzanne Hall	1010	01:14:21
2nd	29er	Tom Lambert	Nicola Smith	924	01:18:13
3rd	29er	Luke Harvey	Josh Harvey	924	01:18:28
4th	Phantom	Neil Lamprell		1043	01:19:16
5th	3000	David Fenech	Alison Williams	1010	01:19:44
6th	Buzz	Stuart Bailey	Zoe Noble	1005	01:22:44
7th	RS 400	Chris Ashby	Mick Smith	952	01:24:45
8th	Wayfarer	Brian Lamb	Brian Warwick	1099	01:26:38
9th	Musto Skiff	Graham Smith		875	01:28:28
10th	Laser 2000	David Vettergreen	Janice Smith	1089	01:30:28
10th	Laser EPS	Richard Metcalfe		1013	01:30:28
12th	Topper	Stephanie Wicken		1290	01:30:46
13th	Laser Radial	John Player		1101	01:31:07
14th	59er	Tim Kiff	Jo Wicken	905	01:32:06
15th	29er	Aaron Smith	Paul Rodgers	924	01:33:16
16th	Kestrel	Jeremy Drummond	Jane Drummond	1038	01:35:32
17th	Laser 2000	Nik Antoniadis	Cathy Evans	1089	01:37:32
18th	Laser II	Dan Drummond	Tom Kiff	1035	01:42:05
19th	Vortex Asym	Phil Harris		930	01:42:24

Leigh Trophy

Report by Roy Winnett

A light to moderate breeze picked up for the start of the Leigh Trophy. An interesting course was set through South Yantlet, Otterham and Rainham creeks over the top of a high spring tide.

29 boats signed-on and there was a staggered start sequence to ensure the slower boats finished at a reasonable time. However, it was the fast handicap boats that picked-up the top five places. Ian and Hannah Foxwell (29er) were in great form, celebrating their recent union with a convincing win on corrected time, 2 minutes in-hand over second placed Mark Goodchild (Int. Canoe). While Ian Parris/Sam Proctor, giving their new RS 800 its first outing, were just 2 seconds behind to take third.

Brian Reeve led the medium handicap boats home but was relegated to 9th on handicap, the Wayfarers of John Goudie/Susan Raiser taking 6th place and Brian Lamb/Bobbie Burnell sharing 7th with Tim Kift/Jo Wicken (59er). Roy Winnett/Geoff Lambert won the Laser 2000 contest for 10th fending off the challenge from Nik Antoniadis/Cathy Evans.

A close contest developed between the front runners of the seven Miracles with Ben/Tom Brooks leading most of the way, but David/Jackie Hudson eased ahead at the line for 18th & 19th on corrected time with Martin Smith/Mike Groom 20th [*shurely shome mishtake? Ed.*]

Pos	Class	Helm	Crew	PY	Corr. time
1st	29er	Ian Foxwell	Hannah Foxwell	924	01:37:21
2nd	Int Canoe	Mark Goodchild		905	01:39:24
3rd	RS 800	Ian Parris	Sam Proctor	822	01:39:28
4th	Laser 5000	John Tinnams	Steve Tinnams	846	01:41:20
5th	Vortex Asym	Mike Gower		930	01:43:40
6th	Wayfarer	John Goudie	Susan Raiser	1099	01:44:22
7th	59er	Tim Kift	Jo Wicken	905	01:44:38
7th	Wayfarer	Brian Lamb	Bobbie Burnell	1099	01:44:38
9th	Phantom	Brian Reeve		1043	01:45:45
10th	Laser 2000	Roy Winnett	Geoff Lambert	1089	01:45:54
11th	Laser 2000	Nik Antoniadis	Cathy Evans	1089	01:46:05
12th	Laser 4000	Stewart Robertson	Sonja Riley	908	01:46:42

some of you may not be at the AGM, I would like to take this opportunity to make a couple of brief comments as I hand over the helm. Firstly I would like, for one last time, to thank every member of the General Committee and the "silent" supporters who do so much for the Club behind the scenes for all their hard work and support in the cause of the Club. Secondly, I would like to extend a warm welcome to Paul Thorpe when he assumes the role of Commodore after the AGM.

As I have mentioned on several occasions, I have been absolutely overwhelmed by the amount of work some people put into the running of our Club, and by the sheer number of people who help to make our Club what it is. Because of the work of all these kind members, the Club just seems to run itself, and continues to be the envy of many other dinghy Clubs that I know of. Indeed, it has only since I have been Commodore that I have become so aware of just how other Clubs see and envy our duties and work party commitments, and how the Club benefits as a result in terms of its general ethos and friendliness.

Long may the Club continue from strength to strength with Paul at the helm, and I am now looking giving Paul my full support.

Hope to see most of you at the Dinner and Dance and/or AGM.

Colin Treadwell



Photo: David Hudson

On The House

ANNUAL DINNER/DANCE AND PRIZE-GIVING EVENING

Date: Saturday 19 January 2008
 Venue: Hartley Country Club
 Time: 18:00 hrs for 18:30 hrs
 Cost: Adults £27.00 Children under 14 years £17.00

Menu: Choice of the following:

Thick winter vegetable soup
 Smoked salmon and prawn mousse roulade served with melba toast
 Fan of honeydew, water and galia melon

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Topside of beef with Yorkshire pudding and rich roast gravy
 Mediterranean risotto flavoured with Italian hard cheese, basil and nutmeg
 Breast of Chicken with onion, apple & celery in white celery and cider sauce

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Fresh Fruit Salad
 Raspberry and lemon mascarpone gâteau
 Chocolate and hazelnut meringue roulade

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Cheese and Biscuits

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Coffee

This is always a very popular event, so please book early.

Forms are available at the Club and on the web-site. Please return completed Forms (one for each person requiring a meal) indicating how many tickets you require and your preferred menu selection(s), together with full payment no later than 6th January to:

Three Race Regatta

With many members away on holiday and several others who turned up but then decided the day was going to be a drifter and so went home again, the entry was somewhat lower than usual. However, for the 11 boats that stayed, all three scheduled races were completed in the race area in Pinup Reach, between the forts.

With such light airs, the current across the course played a very significant part in the proceedings, especially at the start and at times when the leaders found themselves being swept past the end of the finish line. But RO Mark Bew dealt well with the vagaries of the day, allowing for the tide and the large variations of wind directions.

With two firsts and a second it was Lucy Heather and Simon Conway (RS200) who won the event, from Holly Hewat in Tony Hunt's 3000, the owner assuming crewing duties



Photo: Jeremy Drummond

Pos	Class	Helm	Crew	R1	R2	R3	Pts
1st	RS 200	Lucy Heather	Simon Conway	1	1	2	4
2nd	3000	Holly Hewat	Tony Hunt	2	2	1	5
3rd	RS 400	Chris Ashby	Mick Smith	3	3	6	12
4th	Vortex A	Mike Gower		4	10	3	17
5th	Laser 4000	Stewart Robertson	Sonja Riley	5	4	9	18
6th	59ER	Tim Kift	Jo Wicken	6	9	4	19
7th	Laser 2000	Nik Antoniadis	Cathy Evans	DNS	5	5	22
8th	Lark	Colin Treadwell	Geoff Lambert	DNS	6	8	26
9th	Laser 2000	Andy Hockey	Louise Somers	DNS	7	7	26
10th	Taser	Malcolm Levey	Sally Colbert	7	8	DNF	27
11th	Enterprise	A Thomas	J Thomas	DNS	DNS	DNS	36

Pursuit Race 2

After the disappointing cancellation of the first Pursuit Race, the second held on August Bank Holiday Monday was supplied with the bare minimum of wind to make it an agreeable sail.

With what wind there was coming out of the North-West, the usual beach start was abandoned in favour of a starting RIB moored on the South shore, thus avoiding the wind-free zone on the North shore.

A varied entry of 19 got away in good order and bright sunshine, led by the Pacer of Alan and Victoria Mott. Between the forts, in the course of returning from 22, the Laser 2000 of Andy Hockey and Rachel Scott took the lead, which they held till the end.

During the final light airs beat against the tide, however, the leading three boats split tacks and for the last minute the result looked as if it might go to any one of them, but Andy and Rachel hung on anxiously to win from Martin Jones' Contender and John Shenton's new Osprey.

1	Laser 2000	Andy Hockey	Rachel Scott
2	Contender	Martin Jones	
3	Osprey	John Shenton	Martin Lown
4	RS Vision	John Hewat	Stephanie Wicken
5	3000	Peter Heyes	Sam Heyes
6	Europe	John Player	
7	29er	Ian Foxwell	Hannah Packman
8	Contender	Matt Love	
9	I.C.	Mark Goodchild	
10	Laser 2000	Geoff Lambert	Lan Ayris
11	Laser 4000	Stewart Robertson	Rachel Bermingham
12	RS500	Phil Harris	Ashley Harris
13	Laser 4000	Mark Heather	Simon Conway
14	Buzz	Pat Grey	L Verryt
15	59er	Tim Kiff	Jo Wicken
16	Laser 2000	Mark Colcham,	Sally & N Coldham
17	Pacer	Alan Mott	Victoria Mott
DNF	Laser	Graham Jenkinson	
DNF	29er	Alex LeGassick	Edward LeGassick

Jane Treadwell
28 Hawkenbury Rise
Frindsbury
Rochester
Kent ME2 3SG

PLEASE DO NOT PAY OR RETURN FORMS VIA THE CDO.

CHRISTMAS PARTY

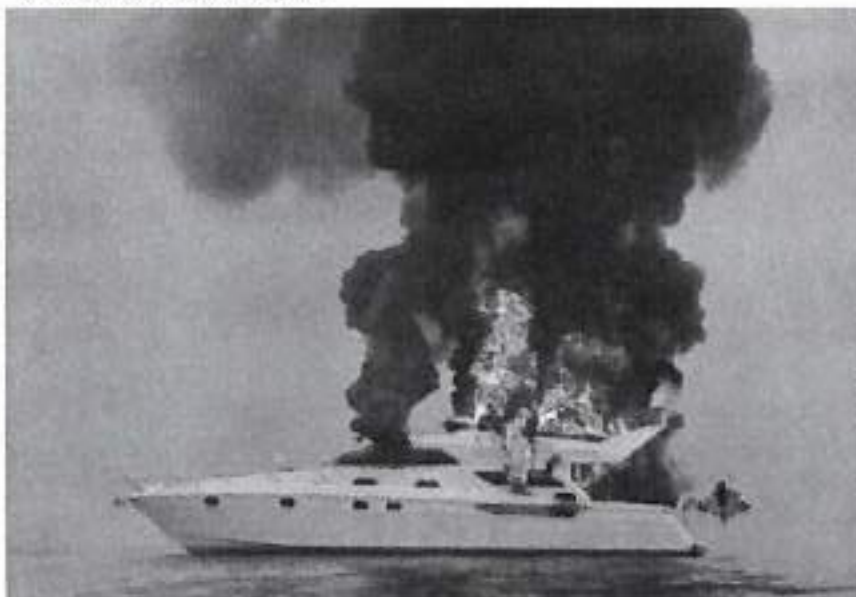
There will not be a Children's Christmas party this year, but we will instead be holding a Family Christmas Quiz at the Clubhouse on Sunday 16 December for adults and children alike, starting at 2.30 (or later if racing is delayed on the day). Light refreshments will be available as usual.

NEW YEARS' EVE

Unfortunately, due to other commitments, there will be no New Year's Eve party at the Club this year, unless someone would like to organise something on behalf of the Club. If so, please let me know and I will arrange to spread the word.



Club members caught behaving badly - place a deposit early with the Editor to avoid similar embarrassment. Photo: David Hud-



Stewart Robertson submitted this photo. He doesn't say if he was responsible for the occurrence, the photo or both, but it's a scene to bring joy to any sailor's heart.

Winter Work Parties 2008

Winter Work Party dates and allocation of members by surname are:

J	Sat 5 th Jan
N - S	Sun 6 th Jan
K - M	Sat 12 th Jan
G - I	Sun 13 th Jan
C - F	Sun 20 th Jan
A - B	Sat 26 th Jan
T - V	Sun 3 rd Feb
W - Z	Sat 9 th Feb

If you are unable to attend on your allotted date, please let me know by Telephone: 01634 861664 or email: roywinnett@care4free.net

Please remember that it is a condition of membership that you are required to help out at a winter work party.

Grand Prix

Boats from as far away as Hayling Island and Chew Valley were entered in the Craftinsure-sponsored Wilsonian Grand Prix, with 13 different classes in the Two-of-a-Kind element. A threatening weather forecast turned into an equally tricky wind, however, and as a result entries on the day were down to 40, of which only 10 boats finished after contending with a very turbulent F.5-6 wind, gusting 7.

Martin Jones' Contender avoided capsizing to lead the race for much of the way, and despite being re-passed by Simon Allen's International Canoe shortly before the finish, took first place easily on corrected time, leaving Simon to pick up second on handicap. Stuart Bailey and Zoë Noble sailed their Buzz doggedly into third slot overall, a good margin ahead of Brian Lamb and Brian Warwick's Wayfarer - the only one of four Wayfarers to survive.

There were eight different classes in the top ten of the Grand Prix, eight boats being class representatives also entered in the Two-of-a-Kind, including all the entrants referred to above. Next class to finish, and winner of the two-man hiking boat with asymmetric spinnaker category, was the club RS Vision of John Hewat and Jo Wicken, with the Laser 2000, Vortex and Musto Skiff classes following up. Thus singlehanders, two-man boats, trapeze and hiking boats and boats with symmetric and asymmetric spinnakers as well as those with no spinnakers were represented in the top ten. Normally, category prizes would have been awarded down the field to spread the rewards also among classes disadvantaged by the conditions, but in the event all finishers were given prizes in recognition of the difficulty of simply getting around the course.

Pos	Class	Helm	Crew	PY	Corr. time
1st	Contender	Martin Jones		993	02:03:51
2nd	Canoe	Simon Allen		905	02:03:17
3rd	Buzz	Stuart Bailey	Zoë Noble	1005	02:28:41
4th	Wayfarer	Brian Lamb	Brian Warwick	1099	02:59:06
5th	Vision	Jo Wicken	John Hewat	1078	03:02:21
6th	Contender	Matthew Love		993	02:56:53
7th	Laser 2000	David Vettergreen	Bernard Smith	1069	03:24:36
8th	Laser Vortex	Simon Middleton		960	03:06:01
9th	Musto Skiff	Grahame Smith		875	02:53:48
10th	Laser 2000	Andy Hockey	Louise Somers	1069	03:50:16

Evening Race - the John Yeo Trophy

This race was, as usual, sailed during the club Open Day, but this year was blessed with superb conditions for the lapping course. Bright sunshine complemented an unusually steady SW wind at the bottom end of a F4 once out of the lee of the flats on St Mary's Island.

At the front of the 24-boat fleet, Mark Heather and Doug Horner's Laser 4000 slugged it out with Tim Kift's 59er, helmed by Ian Foxwell, while the 3000 of Tony Hunt and Hannah Packman snapped at their heels whenever a tactical opportunity presented itself. Paul Heather and Martin Jones' Osprey occasionally mixed it with and otherwise shadowed the leading trio, while Brian Reeve sailed a solid race to finish 11th on the water but 2nd overall on handicap ahead of a tightly spaced bunch.

Pos	Class	Helm	Crew	PY	R1
1st	3000	Tony Hunt	Hannah Packman	1010	00:50:35
2nd	Phantom	Brian Reeve		1043	00:53:48
3rd	Osprey	Paul Heather	Martin Jones	940	00:55:00
4th	Laser 4000	Mark Heather	Doug Horner	908	00:55:03
5th	3000	Peter Heyes	Josh Heyes	1010	00:55:23
6th	59ER	Ian Foxwell	Tim Kift	905	00:55:39
7th	Laser Vortex	Simon Middleton		960	00:56:38
8th	29ER	Tom Lambert	Nicola Smith	924	00:57:44
9th	RS 600	Steve Tinnams		920	00:58:17
10th	29ER	L Harvey	J Harvey	924	00:59:03
11th	Musto Skiff	Grahame Smith		875	00:59:25
12th	Miracle	Colin Lown	Maureen Lown	1178	00:59:50
13th	Wayfarer	Brian Warwick	Mick Smith	1099	01:00:02
14th	Laser 2000	David Vettergreen	Jarice Smith	1089	01:00:11
15th	Laser 2000	Roy Winnett	Geoff Lambert	1069	01:00:33
16th	RS 500	Phil Harris	Ashley Harris	960	01:01:12
17th	RS 200	Lucy Heather	Katie Parris	1059	01:01:20
18th	Laser 2000	Jayne Lambert	Paul Thorpe	1089	01:02:53
19th	Laser Radial	David Price		1101	01:03:14
20th	Miracle	Paul Rodgers	Carol Rodgers	1178	01:04:20
21st	Laser	Steve Drain		1078	01:04:32

The main task for 2008 will be the brick paving of the main entrance in the Dinghy Park to a concrete slab laid at the top of the upstream slip. Apart from an improved aesthetic appearance a more gradual slope from the dinghy park to the upper slip should make it easier for launching boats.

The boats in this area will need moving to allow access for the use of heavy machinery and storing of the road building materials, so we would be grateful if owners would either take their boats home, move them to the chicken shed or elsewhere in the dinghy park before Christmas or immediately after the Chilly Willies New Day Race. We would prefer not to have to move them for you.

Another winter work party task will be the sorting out of unused trailers in the road trailer compound. Any trailer not labelled with owner's name will be left in the car park outside the compound. All trailers not labelled and returned to the compound by Saturday 9th of February will be disposed of.

On another note, we owe a lot to our landlord Andrew Brice, without his help and support we would not have access to the club and its facilities.

Andrew has requested that it is important that the gate to the car park is kept closed as much as possible as it is the one weak link in the defence against the rabbits when the gate is left open or not properly closed. So, during the week please close the gate after entering and leaving. At weekends it would not be practical to keep the gate closed. When locking the gate when leaving please ensure it is closed tightly against the post. Thanks.

Also a reminder that a 15mph speed limit must be observed on all estate and club roads. (Byelaw 21)

Roy Winnett

Prizes

A huge number of people have received prize certificates (if you weren't at the fleet evening, you may not have received it yet), but it appears that a lot of them don't realize that this entitles them to a £10 discount on club clothing. Please order with Gill Warwick, who has a brochure with a lot more options than in years gone by. Try wearing your club clothing when you visit other sailing clubs - it's all good publicity!

VHF RADIO PROCEDURE

OK, so you fancy yourself as a broadcaster, and you want the whole world to hear your telephonic talents; where better than on the radio whilst you're in the race box or on safety boat duty? That's the problem, the whole world can hear you, and most likely your "listening audience" is waiting to display their talents on the air as well. As there is only one channel and numerous users this could easily lead to a free for all.

VHF radio users should have qualified for an Authority to Operate VHF radios, by passing the necessary examination, which courses are run by the club on a regular basis. This allows the operator to transmit on any of the authorised channels in the UK spectrum. However, clubs who are registered as a Coastal Radio Station, can operate fixed equipment capable of only receiving channel 37 (M1) and M2. M1 is normally reserved for safety boat use, M2 for race control.

With so many clubs operating at the same time, there will obviously be times when they will need to use the channel whilst it is being used by somebody else. Therefore, irrespective of whether you have done a radio course or not there is a need to be professional when using the radio.

1) Always obey the "ten commandments"

- DO NOT transmit without the authority of the master of the vessel.
- DO NOT transmit false or deceptive distress or safety signals.
- DO NOT transmit without identification (callsign or vessel name).
- DO NOT shut down a radio telephone before finishing all operations resulting from a distress, urgency, or safety call.
- DO NOT broadcast, other than distress messages.
- DO NOT transmit music
- DO NOT make unnecessary transmissions
- DO NOT transmit profane, indecent or obscene language
- DO NOT use unauthorized frequencies
- DO NOT transmit messages intended to be received ashore, other than by a licensed coast radio station

Commodore's 2

(44 competitors. All who competed in 3+ races are shown)

1st	Wayfarer	Brian Lamb	Brian Warwick/Bobbie Burnell/D Cummings	6
2nd	Kestrel	Jeremy Drummond	Sandra Smith/Jana Drummond	6
3rd	Laser 2000	John Parsons	Bryan Durmall	10
4th	Laser 2000	Nik Antoniadou	Cathy Evans	22
5th	Laser 2000	Andy Hockey	Rachel Scott/Bryony Sharp/L Somers	25
6th	Buzz	Peter Horner	David Brooker	29
7th	Laser	John Player		31
8th	Miracle	Lesley O'Rourke	Peter Matthews/Adrian Watson	33
9th	Miracle	Ben Brooks	R Seager/S Hand	36
10th	Laser 2000	Jayne Lambert	Paul Thorpe	40
11th	Wayfarer	John Goude	Susan Raiser	48
12th	Laser	Graham Jenkinson		49



OK, this photo was actually taken at the Topper Open, but: committee boat start, Commodore's - you get the idea. Photo Jeremy Drummond

Commodores Series by Roy Winnett

The last race in the Commodores Trophy series was started after an hour's postponement as a light easterly breeze developed. However, by then many members had lost patience, so entries were down to just four boats for the long course and 11 the short course. Both trophies were up for grabs and the main contenders were out on the water.

Tony Hunt/Suzanne Hall (3000), and the Contenders of Martin Jones and Mathew Love were in the frame for the Commodores 1 Trophy. However, Hunt/Hall won the race with ease on corrected time to lift the trophy, so Jones and Love had to settle for second and third overall in the series.

It was a close call between Brian Lamb/Brian Warwick (Wayfarer), Jeremy/Jane Drummond (Kestrel) and John Parsons/Bryan Dunmall (Laser 2000) for the Commodores 2 Trophy. Although the conditions were not ideal for Peter Homer/David Brooker in their Buzz they took line honours, relegated to 6th on handicap but lifted to the same in the series. Lamb/Warwick, finishing 30 seconds later, won the race on corrected time and the series, while a second confirmed the Drummonds in runners-up spot. The Miracle of David/Jackie Hudson pushed Parsons/Dunmall into fourth place but they still held for third overall and a 7th for Nik Antoniadou/Cathy Evans (Laser 2000) was sufficient for 5th place in the series.

Commodore's 1	(23 competitors. All who competed in 3+ races are shown)		
1st 3000	Tony Hunt	Suzanne Hall	4
2nd Contender	Martin Jones		8
3rd Contender	Matthew Love		9
4th RS 800	Ian Parris	Sam Proctor	10
5th Intl. Canoe	Mark Goodchild		22
6th Laser 4000	Stewart Robertson	Sorja Riley	23
7th Musto Skiff	Grahame Smith		25
8th 59ER	Tim Kit	Paul Rodgers/Jo Wicken	28
9th 29ER	Tom Lambert	Nicola Smith	28
10th RS 800	Andy Pickrell	Caroline Alexander	28
11th RS 400	Chris Ashby	Mick Smith/Jonathan Schofield	31
12th Laser Vortex	Simon Middleton		32

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2) Calls should be kept:

- Brief
- Clear
- Disciplined

3) Always listen out for other transmissions and make sure that the users have finished before commencing your transmission. Remember, there is no need to keep on repeating the name of the station being called, and your name three times each time you transmit. A simple rule of thumb can be:

- 3 times if they are not expecting your call (or in an emergency situation such as a Mayday).
- 2 times if they are expecting your call (therefore, a call from a safety boat to the race box, need only be prefixed with e.g. "Block House; Block House").
- 1 time when the call is in progress.

4) "Over" means that you expect the other party to respond; "Out" means the end of the transmission. **NEVER "OVER AND OUT"!**

5) Remember not everybody listening on channel 37 is interested in what you're having for lunch, or that you've got to stand down early because you've got to go to a party. Some things are better said on the privacy of a telephone, rather than publicly on a radio.

6) Just because other users might not understand proper radio etiquette is no excuse for you not to employ correct procedures.

7) Think about doing a radio course and become properly trained.

John Gore
SRC Assessor

[And remember, it should be "Enterprise, Enterprise, Enterprise, this is Kirk", not "Kirk to Enterprise"! Ed.] (Fascinating, Captain...)



Another delightful shot of one of Stewart's victims. A case of poor radio comms, maybe?

Topper Fleet

1st	Stephanie Wicken	Wilsonian SC	3
2nd	Daniel Redrupp	Broxbourne SC	8
3rd	Leigh Rees-Reynolds	Broxbourne SC	12
4th	Adam Birmingham	Wilsonian SC	14
5th	Francesca Mechem	Broxbourne SC	16
6th	Kerry Hall	Broxbourne SC	18

Vortex Fleet

1st	Vortex Asym	Neil Spink	Yorkshire Dales SC	5
2nd	Vortex Asym	Mike Gower	Wilsonian SC	6
3rd	Vortex Asym	Ben Rayner	Yorkshire Dales SC	10
4th	Vortex Asym	Phil Harris	Wilsonian SC	12
5th	Vortex Asym	Stephen Carr	Deben YC	14
6th	Vortex	Ray Craddock	Wilsonian SC	19

3000 Fleet

1st	Tony Hurt	David Bourne	Wilsonian SC	3
2nd	David Fenech	Alison Williams	Wilsonian SC	7
3rd	Peter Heyes	Joshua Heyes	Wilsonian SC	10
4th	Graham Blake	Ben Blake	Queen Mary SC	12
5th	Paul Noble	Vicky Noble	Burghfield SC	15
6th	Andrew Thompson	Daniel Hollandis	Hythe & Saltwood SC	19

Wayfarer Fleet

1st	Roger Gibbs	Mathew Claridge	Medway YC	7
2nd	Brian Lamb	John Player	Wilsonian SC	8
3rd	John Goudle	Susan Raiser	Wilsonian SC	9
4th	Richard Stone	Catherine Gore	Medway YC	11
5th	Andrew Pearson	S Benwell	Medway YC	14
6th	Philip Stacey	David Landers	Medway YC	19

Medway Dinghy Regatta Results

Fast Handicap Fleet

1st	International Canoe	Mark Goodchild	Wilsonian SC	3
2nd	International Canoe	Simon Allen	Hayling Island SC	9
3rd	29er	Ian Foxwell Hannah Packman	Wilsonian SC	10
4th	RS 800	Andrew Pickrel Jonathan White	Wilsonian SC	11
5th	RS 400	Chris Ashby Mick Smith	Wilsonian SC	18
6th	RS 800	Ian Parris Sam Proctor	Wilsonian SC	18

Medium Fleet

1st	Phantom	Neil Lamprel	Wilsonian SC	4
2nd	Laser 2000	David Vettergreen Janice Smith	Wilsonian SC	5
3rd	Laser 2000	Jayne Lambert Paul Thorpe	Wilsonian SC	20
4th	Laser Radial	Jo Wicken	Wilsonian SC	25
5th	Laser 2000	Roy Winnett Geoff Lambert	Wilsonian SC	26
6th	Tasar	Malcolm Levey Sally Colbert	Wilsonian SC	33

Slow Fleet

1st	Mirror	Ceilidh Higgs Alex Benfield	Herne Bay SC	4
2nd	Graduate	David Wilson Sandra Wilson	Blackwater SC	5
3rd	RS Feva Std	Bob Redrup Martin Wayland	Broxbourne SC	7
4th	RS Feva Std	Ian Nash/Scott Room Paul Rollo/Jen- nifer Carol	Broxbourne SC	11
5th	Wanderer	John Talbot Jean Whittaker	Wilsonian SC	18

Miracle/Pacer Fleet

1st	Pacer	Mark Wanwickel Kate Fitzsimmons	Bough Beech SC	4
2nd	Miracle	Colin Lown Meureen Lown	Wilsonian SC	4
3rd	Miracle	David Hudson Jackie Hudson	Wilsonian SC	10
4th	Pacer	Bill Banks Laura Banks	Bough Beech SC	15
5th	Miracle	Ben Brooks Tom Brooks	Wilsonian SC	16
6th	Miracle	Andrew Clarke Sue Coles/Gordon Wallace/ Peter Matthews	Wilsonian SC	18

Sail Training

by Peter Horner

2007 saw another busy sail training programme catering for both juniors and adults.

The junior training followed a similar format to recent years with six training days and the ever popular Junior Week. The latter was filled to capacity and all the beginner and intermediate sailors gained RYA certificates. This year saw the biggest racing contingent we have had and they were put through their paces by RYA Race Coach Matt Grier and Mark Heather.

The individual training days were poorly attended but those who did come achieved a lot. We need to establish why only a few of the beginners and intermediates in particular are not coming. The racers, however, are well catered for with the Kent Schools Sailing Association programme and class association's open training and many are taking advantage of those opportunities.

For the adult training, we ran the usual beginners course in which the four students all successfully gained their Level 2 certificates. The Start Racing course had only one applicant and so we cancelled it. For the rest of the adult training, we tried something new this year. Instead of running specific RYA modules, we programmed-in two Improver/Advanced courses. For each of these courses applicants were asked to state what their specific requirements were and then the course content was tailored to meet those requirements. There were no takers for the first course but for the second we had six applicants. This course was such a success that we plan to repeat the format in 2008.

I have had several members say to me during the year that they would have liked to have attended a particular course but had not realized it was on. Whilst I have not put posters around, all the courses were on the club website and listed in the Sailing Programme and Duty List booklet (sent to every member). So if you would like some training, please look at the club programme and then contact me, preferably by email, to say which course you wish to do. I will hopefully get the 2008 training programme on to the website before this Christmas.

If anyone who is not currently involved in the training is interested in becoming an instructor or a race coach, please talk to myself or our Training Principal, Tom Sims.

Miracle Fleet Report

The Miracle fleet has been going strong through the summer and autumn. Our numbers have been gradually growing mainly thanks to the hard work put in by Lesley in recruiting new people to the cause. In fact Lesley has become a veritable match maker of late, always ready to find crews for helms and vice-versa. Both Gary and Tony have been welcome new members who have ably joined the fray.

In the racing stakes Martin and Mike continue to set the pace for the rest of us but they have not been able to have it all their own way this year with David and Jackie taking the Autumn Series. Lesley must get the prize for consistency of attendance showing her ability with a multiplicity of crews. She also takes the nominal prize in the Commodore's as the fastest Miracle. Any chance of real silverware seemingly being very difficult to obtain with a handicap of 1178! [*] The rest of us had our usual private battles in the middle orders. Gordon and Steve have been consolidating their position but probably Gary is the one to watch next year.

We all had a good lesson in why you should think for yourself this summer. The race that the Miracle fleet would like to forget started as usual with Martin and Mike out in the lead being hotly pursued by Colin and Maureen. All went well until Martin missed out a line on his course list and headed for home a tad too early which should have been a great opportunity for the rest of us to take the lead – did we – did we heck – no we all just followed the boat in front rather than looking at our own course lists and all 7 boats completed the wrong course. I for one felt very sheep-like that day!

On the whole it has been a good years racing. It's great to be able to race one to one on the water rather than by handicap. This sets up some exciting races which adds to the tension and enjoyment. Let's hope that next year maintains the momentum.

Ben Brooks Miracle 3636

[* The Sailing Committee has recommended a PY of 1200 on our tidal waters to the RYA. A change is unlikely, however, unless other clubs do likewise. The tidal format of the South Kent and other 'bottom of the tide' races actually favours the early-starting, slower boats, however, so no PY excuses for those. Ed.]



Tony Hunt/David Bourne won all three races for victory in the **3000 class** event, this fleet also failing to finish race 3 in time. The visiting crews found that they had the measure of the navigation by the end of the regatta, though at one time Vicky Noble was reading the course chart while trimming the spinnaker on her father Paul's boat!

Richard Stone/Catherine Gore, after many years, failed to keep possession of the **Wayfarer** Matkin Trophy. They were unable to sail the first race due to other commitments and needed results in the other three races, but the fleet was unable to finish within the time limit on Sunday morning, so were left with just a 1st and 2nd to count. However, Roger Gibbs/Matthew Claridge with two seconds and a third under their belts came up trumps to lift the Matkin Trophy; it was all-square between Brian Lamb/John Player and John Goudie/Susan Raiser going into the last race with a 1st and 4th apiece, but Lamb/Player held for third to claim second prize while a fourth secured Goudie/Raiser the third prize.

David/Sandra Wilson (Graduate), winners of the **Slow Handicap** Medway Regatta Trophy for the past few years, were upstaged by Ceilidh Higgs/Alex Benfield in their Mirror and had to settle for second spot with Bob Redrup/Martin Wayland (RS Feva) third.

As six **Toppers** had entered they were able to have their own fleet, which Stephanie Wicken won with ease, winning the three races. Daniel Redrup came second with Leigh Rees-Reynolds third.

It was a similar story with the four **Pacers** and four **Miracles** the victors winning all four races. Colin/Maureen Lown consistently got their tactics right to win the Miracle event, with David/Jackie Hudson second. While Mike Warwicket/Kate Fitzsimmons won the Pacer event with Bill/Laura Banks runner-up.



Photo: Dave Vettergreen

Medway Dinghy Regatta

by Roy Winnett

This event was once again hosted and organised by Wilsonian Sailing Club on behalf of the Medway Yachting Association. There was an excellent entry of 88 boats, with 39 visitors representing 15 sailing clubs including a contingent of 10 from Broxbourne SC and a fleet of Laser Stratos from Ahoy Sailing Centre.

The event was sponsored by MTS Cleaning Services and Laser UK and incorporated the Pacer Nationals, and open meetings for the 3000 and the Laser Vortex. Four races were scheduled, two on each day, with three to count and with a Barbecue /Disco on Saturday evening.

A blustery south-westerly gusting to 20 knots gave demanding conditions for the opening race and with wind against the flood tide the lumpy sea added to the challenge. The wind eased after lunch to provide some respite to those who had survived and a long and glorious three-sail reach for those classes that ventured into Long Reach. In contrast the wind backed to a light fluky easterly overnight making the beat against the tide a tedious process and many boats failed to finish within the two-hour time limit of Race 3. However an unexpected force 3 to 4 sprung up for the final race and this gave the best conditions of the weekend, so everyone who had stayed could go home rejuvenated.

The International Canoe aces Mark Goodchild and Simon Allen as usual dominated the **Fast Handicap**, though Ian Foxwell/Hannah Packman (29er) tried to spoil their campaign. Goodchild eventually came out on top with four first places.

In the **Vortex** fleet, Phil Harris mastered the conditions well to win the first race with ease, finishing 6 minutes ahead of second placed Neil Spink, but a dip in race 2 allowed Mike Gower to win with Spink second and Ben Rayner third. Family commitments prevented Harris from sailing on Sunday. None finished in the third race but Spink sealed victory with a win in the final race, with Gower second and Rayner third.

There was confusion over the postponement of the **Medium Handicap** fleet in race 1 and fourteen boats started prematurely. However, Neil Lamprell (Phantom), David Vettergreen/Janice (Laser 2000), Jo Wicken (Laser Radial) and Jayne Lambert/Paul Thorpe (Laser 2000) started correctly and finished in this order. All the fleet ran out of time in race 3, so with three races to count the four were ensured of securing the top four places. In the final race Lamprell was beaten by Vettergreen/Smith for first and second prizes respectively.



Lesley & Angie plug uptide in front of the club. Photo Jan. Schofield

Medium Fleet Report

Sailing season over, and it looks like we've had a great year from all of you who sailed. There were more boats and more race-starts in the early part of the year compared to last year, and about the same levels for the rest of the year. Looking through the results though, there do seem to be lots of you who only race every now and again; if there is anything we can do to make the sailing more inviting do let us know.

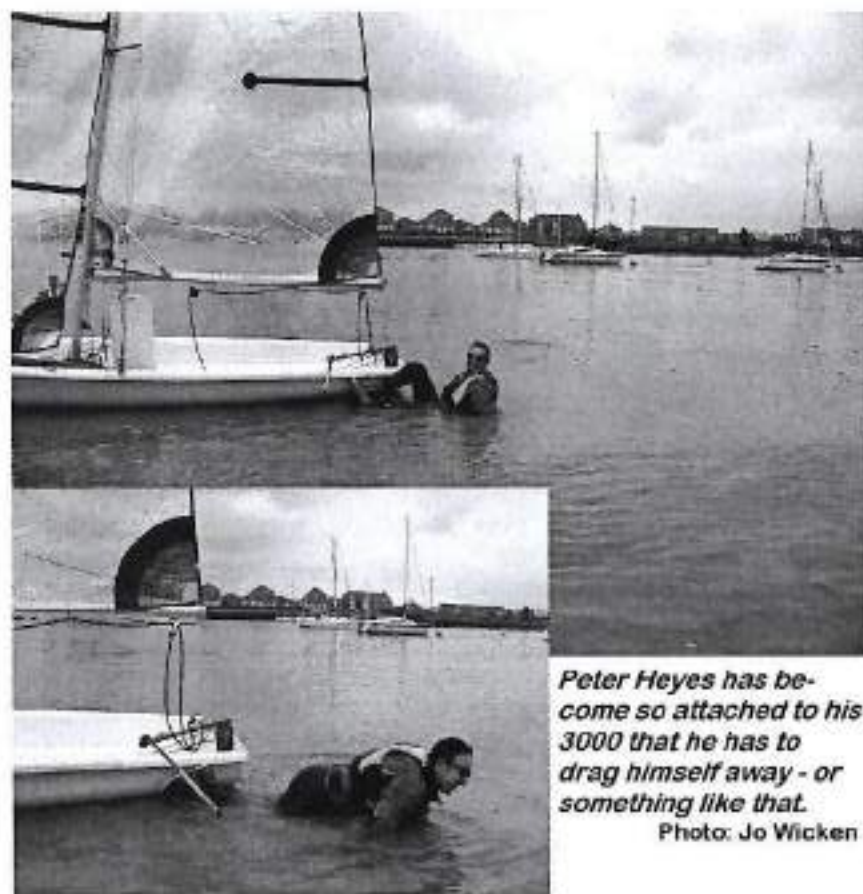
Brian Reeve in his Phantom led the Early Summer series, but Neil's winning ways have continued in the Late Summer and Autumn series. Some of us have managed to beat him on the odd occasion, and there have been consistently good results for the Wayfarer and the 2000's. There have also been a number of Lasers that have had regular outings with good results. And well done to Dan and Tom in the Laser 2, recently beating a white-hulled Kestrel, cheered on by them I understand, across the line...

This year for the first time, Dave and I travelled to Draycoote for a 3000 National event. We arrived on the Friday evening in very heavy weather, thinking we would spend the weekend swimming, but the storm had blown over by Saturday morning to provide good sailing

weather. With 6 races in all, it was a very successful for Wilsonians, as overall event positions included Tony and Suzanne coming first, Dave and I, third and Peter and his son Sam in fourth. Hopefully Martin and Amanda will join us next year in their new 3000.

Even though the 'normal' season is over there are still quite a few of us racing in the Winter Series, making the most of what has so far been a frost-free winter. But Christmas is getting closer; mince pies and satsumas (yummy!). Don't forget Chilly Willies on New Year's Day, the best way to start the year. And here's hoping Santa leaves you something boaty in your Christmas stocking.

Alison and Dave 3000 3605



Peter Heyes has become so attached to his 3000 that he has to drag himself away - or something like that.

Photo: Jo Wicken

The Wednesday Series

Turnout was down slightly for this year's series, with an average of 10.9 instead of 11.8 last year, but still a reasonable figure in view of the pretty poor weather we've had this summer. There were actually few evenings when the wind faded to nothing, but there were seemingly a lot more cold blustery ones, and we had to wait quite a while before we got a typical 'pleasant evening's sail' in line with the image that Wednesday evening sailing conjures up.

48 boats competed in one or more races, so a large proportion of the membership seems to have managed to get to the club for the 18.30 start at some stage, and nobody needed to perform more than three duties. As ever, there were calls for a later start time, but aside from the fact that it gets dark early at each end of the series, the wind also tends to get turned off in the evenings, so it makes sense to start early rather than late.

3000	Tony Hunt	David Bourne/Alison Williams/Hannah Packman	10
MPS	Grahame Smith		23
Phantom	Andy Gibbs		27
RS600	Steve Tinnams		32
I. C.	Ian Foxwell		34
3000	Peter Heyes	Sam Heyes/Andy Gibb/Josh Heyes/S. Goddard	37
Laser	John Player		46
59er	Tim Kiff	Chris Ashby/Jo Wicken/John Player	52
Laser 2000	Jayne Lambert/ Grahame Smith	Tom Lambert/Paul Thorpe/Jayne Lambert	55
Laser	Ian Watson/John Hewat		59
Laser Rad	Jo Wicken/Stephanie Wicken/John Hewat		66
29er	Tom Lambert	Nicola Smith	114
RS800	Ian Parris	Ian Watson/Sam Proctor	117
Fireball	David Wraight	Joe Evans	118
Buzz	Peter Horner	David Brocker	154
RS400	Chris Ashby	Ian Parris/Mick Smith	165
Kestrel	Jeremy Drummond	Jane Drummond	179
Miracle	Martin McKay	Stephanie Wicken/Barbara Lowden	185
Int. Canoe	Mark Goodchild		202

off the shroud there was only ever going to be one outcome to the whole event. Fortunately this did leave me in the perfect position to drop onto the dagger board which is of course very easy as its less than 20 inches from the edge of the boat!. My next surprise was a pleasant one, as just as I started to contemplate how on earth you're meant to right a capsized Canoe, the seat (being buoyant) floats up and provides a nice big handle with which to lean back on. Very convenient and with the tiller on a bit of elastic it comes up and sails off quite easily (well it does in a weak force 2!)



A capsized Canoe, & Simon Allen's, no less, in the '05 Freezer. Yes, there are snow patches in the background!

The outcome of all this wasn't actually too bad as with the tide going out I was drifting back down towards the line while all this was going on and I after I had got it up and it had spun around onto the new tack I wasn't too far off of where I wanted to be just as the hooter went for the start

I actually finished third in this first race behind the two 800's, although this says much more about the wind on the evening or lack of it at the end than it does about my boatspeed, but regardless of that I was pleased with my sail and it helped to confirm that I had done the right thing in getting Sturgis

Finally sailing a Canoe upwind is one of those unique sailing experiences. It kind of does for the boat what a large asymmetric does for the run, in other words makes it a pleasure, the bit you look forward to. It is quite a surreal experience sitting out on the end of the plank watching your boat sail along, a kind of 'out of boat experience'!

[Stately Lord Sturgis has now gone the eventual way of all Ian's boats; expect a write-up on the Miracle at some stage next year... Ed]

Fast Fleet Report

Time to write something for 31½, says Tony... but don't mention the weather as I'm doing that! My first thought was 'but what else is there to write about', lets face it, it hasn't been a classic year for sailing on the river... especially in fast boats with no wind. So I asked Tony to refresh my memory with what had happened since I last had to write something. 'Grand Prix that never was; Regatta (nice), Marathon (rubbish); MYC Saturday Series (will hopefully take off next year now that we have the results coming through regularly); and 29ers and 4k's now coming out of our ears" was his response. Pretty much sums it up I think although there has been the occasional good day's sailing. Among others the first and last races at the Regatta will be memorable for many with some great wind and close racing. The flat-out three sail reach down past Kingsnorth really let the fast fleet stretch their legs and put a big smile on peoples faces. Those that joined in with the Medway YC races on Saturday had a few nice days and Hannah and I enjoyed the Leigh trophy, not just because it suited the fast boats and especially the 29er, not even because we won it, but because it was a peachy day that took us to places on the river that we hadn't been before.

And as Tony mentioned the 29er fleet is going from strength to strength with both Luke and Joshua Harvey along with Martin Lown and Rachel Birmingham recently joining the fleet. In fact it could now become the second most popular two man boat at the club! I found this out by looking through the excellent statistics that Roy produces. I was also surprised to notice from perusing these that if you analyse the average number of races entered per boat, the fast fleet dominates the top of the table with eight out of the top ten most frequently sailed boats coming from our fleet. And as one of the other two is the 3000, which many would argue should be a fast boat as well (can't beat a bit of controversy in these reports) its only the 2000 that prevents a white-wash. I don't know if that shows us that we in the fast fleet are more committed to our sailing or that we just need more practice, I'll let you, the reader, decide.

Seeing as I'm not allowed to talk about the s£!t weather, I'll finish off by mentioning a few achievements further afield. Off the top of my head Mark Goodchild was the first monohull home in this year's round Sheppey race as well as winning what I believe was his only Canoe open of the year at Draycote. Mark Heather and Doug Horner finished 2nd at this year's 4000 nationals and to prove that they are both great sailors regardless of where they sit in the boat they managed a 2nd at the

last 4000 open of the year as well with Doug sitting in the shouting seat and Mark taking the abuse from the wire. (or at least that's how it works in our boat?)

Happy sailing

Ian

[Foxwell, that is, of 29er 060, among others. Ed.]



Sonja Riley and Stewart Robertson, one of the horde of 4000's now in the Fast Handicap Fleet; a familiar sight on the river this year, but not often this way round. Photo Jonathan Schofield

Sailing 245 - part 2 by Ian Foxwell

After re-furbishing the mast, a new forestay for the jib, a re working of the whole jib sheeting system and a lot of tinkering with many other smaller things the time came for the first sail

Now those of you that know me will be aware that I'm not one to just stick to one boat, in fact I enjoy trying new things and learning new boats but I confess I was a little nervous the first day out in Sturgis (Stately Lord Sturgis as 245 is now named... Sturgis to his victims' friends)

It was for one of Tony's excellent Wednesday evening races at the end of August that I first pushed off from the shore. Conditions were perfect, a weak force 2 and with Terry and Hannah never far away in the rescue boat; I couldn't have asked for better.

First impressions were that it was actually a lot more stable than I had expected. The rear quarter isn't as narrow as it looks and it is nice and flat, so things weren't as bad as I imagined they would be. That's not to call a Canoe a stable boat, all things here are relative, just that it was not as bad as I imagined it might be.

However tacking was twice as hard. It is a combination of so many things. The exceptionally long tiller extension, limited deck space with ropes everywhere to slip on, the seat that has to be slid over at just the right moment so as not to stall the tack, Then trying to step over that seat so that you can settle on the new tack, a fully battened main that takes a good flick to get it to pop correctly, and even though there were only a dozen boats racing that night... a river just doesn't seem to be big enough! Ironically the gybes were easy (we're back to that relative thing again!)

So, how did it go...? Well I got on OK to start with. Shaky, yes, and certainly not efficient but I made it down to Willies from Medway YC to sign on and managed a few tacks and gybes without incident but then I was in for a surprise. Just as the one minute gun went and with me stood on the rear deck, going in the wrong direction, trying to keep out of everyone's way, a gust goes through. Not a strong gust, more a puff really, and I thought I had it all under control when something I wasn't expecting happened. Obviously the boat heeled over so I swung my leg over the seat to sit down... at which point the seat slides down hill leaving me nothing to sit on. In fact its worse than that as the seat weighs 10kg's and so with it now hanging off the wrong side and me hanging